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1. The Research Institute for Navigation, Hydrology and Soil Science (Forschungsanstalt fuer Schiffahrt, Navigation und Bodenkunde), located in Berlin-Baumschulenweg, Rodelbergweg [redacted] and the former Experimental Plant for Hydraulic Engineering at [redacted] (Versuchsanstalt fuer Wasserbau und Schiffahrt) on the Schleuseninsel, Berlin-Tiergarten. Most of the experimental installation of the Schleuseninsel was destroyed during World War II; facilities of the Department of Foundation Engineering (Grundbauabteilung) were [redacted]. The towing channel, where [redacted] models were tested and calibrated [redacted], was repaired later in a makeshift manner. From 1946 to 1948 the [redacted] of the Institute was housed temporarily in several buildings and on 1 September 1948 [redacted] (Soviet Military Administration) to a larger building [redacted].

installations in Potsdam-Marquardt were made available. The technical equipment was extraordinarily poor. This was because the Research Institute had no technical equipment, and the general manager of the General Scientific Institute, who was subordinate to the Research Institute, had no regard for scientific work and neglected the Institute completely.

3. The General Management appointed Dr. Lee (fnu), an SED member, as first Director of the Research Institute. In 1946 the following organization was in effect:
- a. Management, including Administration - Dr. Lee
  - b. Department of Hydrology - Prof. Wechmann (fnu)
  - c. Department of Hydraulic Engineering - Ing. Zschesche (fnu)<sup>1</sup>  
(with branches in Potsdam and Karlshorst)
  - d. ~~Department of Foundation Engineering - Prof. Ohde (fnu)~~

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- e. Department of Maritime Signals - Ing. Stoehn (fnu)
- f. Department of Ship Inspection - Ing. Halbhuber (fnu)
4. In 1946 the Research Institute employed approximately 70 workers but by 1949 the number had increased to 139. The most important department, Hydraulic Engineering, practically ran the entire Institute. Its work. The SMA assigned several projects for the construction of model basins on Russian rivers. The Department of Foundation Engineering was reconstructed completely and Prof. Ohde, with the cooperation of seven co-workers, began to re-equip the Department of Maritime Signals, with its shops and installations located on the Mueggelsee, began to reconstruct and repair all maritime signals along the Baltic Sea Coast. The Department of Ship Inspection, with three members, worked on the incoming calibration certificates from the East Zone.
5. The Research Institute was small and unimportant until 1949. In 1950 basic changes were made. For the first time, the Research Institute received fixed and adequate funds through the regular Government budget. The yearly allocation of funds was DME 800,000. Also, additional funds were made available for research assignments. The administration became an independent department consisting of three groups: budget, material procurement and general administration. Posselt (fnu), who had been transferred from the General Management Office, became head of the entire administration.
6. The Research Institute developed rapidly after 1950. The DDR had planned several construction projects, including the Eisenhuetten Kombinat Ost, the Niederparitz Canal, Stalinallee and the so-called Baltic fishing ports; and needed the cooperation of the Institute. In order to obtain this scientific cooperation it was necessary to keep the Institute in operation. The Department of Hydrology and the Department of Foundation Engineering developed most rapidly. The technical equipment, especially of the Department of Foundation Engineering, was improved. In May 1950 the West Berlin magistrate took over the installations located on the Schleuseninsel in the Tiergarten and attached them to the Technische Hochschule, Charlottenburg. The loss of the model basin was a heavy blow to the Research Institute because no other model basin existed in the entire DDR. In addition, the personnel of Schleuseninsel refused to resume work in East Berlin and remained in West Berlin. A substitute installation was quickly constructed in Karlshorst. Additional funds for the procurement of machinery were made available immediately so that, at present, the technical equipment of the Karlshorst basin is very good. However, skilled personnel are still lacking.
7. In 1952 several changes were made at the Research Institute. The Department of Hydrology became the Main Office for Hydrology (Hauptamt fuer Hydrologie) and was subordinated to the Meteorological-Hydrological Service of the DDR. Prof. Wechmann remained as Director. The Department of Maritime Signals was removed from the jurisdiction of the Research Institute and subordinated to the Hydrographic Service (Seepo). Dr. Bruns (fnu) became the new Director. Two new departments were attached to the Institute - the Department of Machine Technique and Thermal Technique, directed by Ing. Roebke (fnu) and the Department of Traffic Research, directed by Dr. Pusch (fnu), an SED member. In addition, an independent working-group for geophysics was formed from the Department of Foundation Engineering. Dr. Dipl.-Geophysicist Schumann (fnu) was appointed Director of this group. The Department of Hydrology, located in Karlshorst and Potsdam, were reorganized. Ing. Giese (fnu) became Director of the Experimental Plant, Karlshorst, and Ing. Thomsen (fnu) became Director of the Experimental Plant, Potsdam. In the meantime Dr. Lee died and Ing. Zschiesche was appointed the new Director of the Research Institute. Dipl.-Ing. Blau (fnu) became Director of the Department of Hydraulic Engineering. The Research Institute then had the following structure which was still in existence in September 1953:

a. Director: Ing. Zschiesche

b. Assistant Director: Iffezek (fnu). After 11 September 1953 Frau Greta Fischmann, a communist and an SED member, took over this position.

- c. Personnel Director: Kotchate (fnu), replaced by Frau Fischer in the summer of 1953.
- d. Budget: Frau Bengs (fnu), a Communist who acquired the position after Posselt was arrested by the SED.
- e. Material Procurement: Hering (fnu)
- f. General Administration: Frau Fischer
  - 1) Librarians
  - 2) Interpreters
  - 3) Photographers
  - 4) Translators
  - 5) Oxalid Operators
  - 6) Drivers
  - 7) Messengers, etc.
- g. Department of Hydraulic Engineering and Navigation: Dipl.-Ing. Ehem
- h. Experimental Plant, Karlshorst: Ing. Giese
- i. Experimental Plant, Potsdam: Ing. Thomsen
- j. Department of Machine ~~Technique~~ and Thermal Technique: Ing. Roebke
- k. Department of Ship Inspection: Ing. Heise (fnu), member.
- l. Department of Traffic Research: Dr. rer. pol. Pu
- m. Geophysics Group: Dr. Schumann

approximately 200 workers, 70 of who

8. The budget for 1953 was DME 1,900,000 which included DME 1,300,000 for wages and salaries. ZAFT provided another DME 400,000 for research assignments. Funds for investments amounted to DME 1,100,000. Similar amounts of money were anticipated for 1954 but the amount for investment was reduced to DME 800,000 because several large construction projects, 2, were completed in 1953. These were:

- a. An office building in Alt-Strahlau with 80 rooms, including large laboratory rooms, drafting rooms and similar facilities. The building was to be occupied by the end of 1953.
- b. A large, heated, testing basin for hydraulic models in Karlshorst, covering approximately 8000 square meters.
- c. A testing basin for smaller hydraulic models and for foundation research in Potsdam-Marquardt, covering approximately 700 square meters; two built-in testing channels, 60 meters and 20 meters long and 3 meters wide; also a new pump house with three large pumps, having a total capacity of 3,000 liters per second.
- d. A testing station for the Department of Machine Technique and Thermal Technique in Alt-Strahlau consisting of one machine hall for two ship-propelling installations, one laboratory and several smaller rooms.
- e. A temporary model basin (not roofed) for calibration floats in Potsdam-Marquardt, approximately 60 meters long and 2 meters wide, and a service

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booth for the electrical installation. [REDACTED] e. modern basin is being built in Potsdam-Marquardt. [REDACTED] its Office for Navigation which will remain the owner. However, the Research Institute will be permitted to use the basin. The first part of the construction program for this channel, which was to be completed by the end of 1953, provided for the following dimensions: length of channel, 60 meters; length of building, 75 meters; width of channel, 9 meters; depth of channel, 4.5 meters. Plans have been made to lengthen the channel in 1954 to 300 meters. The total project will cost approximately DME 2,000,000.

9. In addition, several installations were planned for Alt-Strahlau for 1954 including the enlargement of the experimental station of the Department of Machine Technique and Thermal Technique and the construction of a central shop, a central warehouse and two apartments for officials. The estimated total cost was DME 600,000. The new construction is progressing but machinery and instruments are difficult to procure. The Department of Foundation Engineering was requested to set up a mobile laboratory at the beginning of 1953. They succeeded in providing a bus trailer but the necessary instruments could not be obtained and the trailer has not been used.
10. The greatest problem was the procurement of personnel. Well-trained, experienced scientists were rarely available and the Research Institute had to rely on younger people who lacked training. The most competent men in the field of hydraulic engineering were Ing. Zschiesche and Dipl.-Ing. Blau. The situation in the field of [REDACTED] 25X1  
[REDACTED] was even worse. Prof. Ohde's death caused a loss which [REDACTED] 25X1  
[REDACTED] the Department of Machine Technique and Thermal Technique
- [REDACTED]
- [REDACTED]

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